



## SUMMARY RECORD

### Meeting 04/2024, 9 December 2024

#### **AGENDA ITEM 1 – Opening Remarks, welcome from Chair & apologies**

The Chair, Ms Sally Sitou MP, opened the meeting and acknowledged the traditional owners of the lands from which attendees were gathering.

#### **AGENDA ITEM 2 – Previous meeting action items, correspondence and confirmation of Summary Record**

Mr Rafae Jafri, representing the SACF Secretariat, confirmed the summary record from the September meeting has been published on the SACF website. All action items resulting from previous SACF meetings have been closed.

#### **AGENDA ITEM 3 – Sydney Airport Demand Management (SADM) Reform Update**

Ms Kathryn Scarano, Director, SADM Regulator and Policy Section, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department) provided an update on the SADM reforms (a copy of the slides presented are attached).

Ms Scarano's presentation covered:

- What are Slots;
- Reforms currently being implemented;
- Reforms implemented in the SADM Amendment Bill;
- Future work into 2025; and
- Future consultation opportunities for SACF members in 2025.

Mr Kevin Hill, Community Representative for the South, asked when the consultation opportunities will occur in 2025. Ms Scarano responded that once the regulations have been drafted, SACF will be provided with an opportunity to consult on them, however it is currently unknown when in 2025 this consultation will occur.

Ms Rachel Rogers, representing the Federal Member for North Sydney, asked who is drafting the regulations. Ms Scarano responded that the department is drafting the instructions for the Australian Government Solicitor to put together the Slot Management Scheme and the instructions for the Office of Parliamentary Counsel to write the regulations.

Mr John Clarke, acting Community Representative for the North, stated that a criticism of the Sydney Airport Demand Management Bill 2024 was the failure to define criteria for invoking a recovery period. Ms Scarano responded that those criteria will be included in the regulations.

#### **AGENDA ITEM 4 – Western Sydney Airport Flight Paths**

Mr Joshua Haze-Moran, acting Director of the Airspace Design Section within the department provided a summary of the final Environmental Impact Statement (EIS) for the Western Sydney International (Nancy-Bird Walton) Airport (WSI) (a copy of the slides presented are attached).



Mr Haze-Moran discussed:

- The final EIS published on 7 November 2024 including changes raised through consultation;
- The *Environment Protection and Biodiversity Conservation Act 1999* referral process for the EIS is being finalised;
- The process of reviewing submissions to the EIS; and
- Criteria for the consideration of submissions.

Mr Matt Shepherd, Director at To70 Aviation, provided a design update including the five flight path changes resulting from consultation on the draft EIS and provided clarification on the impacts of the WSI flight paths on the Sydney (Kingsford Smith) Airport (Sydney Airport) flight paths.

Mr Clarke queried whether aircraft using mode 9 on the Katoomba and Richmond Standard Instrument Departures (SIDs) will continue to turn at the same altitude as aircraft pre-WSI, noting that currently there is variation in the altitude of those turns due to performance capabilities of aircraft. Mr Shepherd confirmed that aircraft flying those SIDs will continue to turn at the same altitude and that altitude variations due to aircraft capabilities will continue. Aircraft will turn adjacent to waypoint NV10 and resultingly there will be a small increase in the concentration of aircraft with altitudes ranging from 5000ft to 8000ft depending on the aircraft.

Mr Clarke requested a copy of changes to the Sydney Airport flight paths resulting from WSI, overlaid on Google Earth to understand the location of aircraft concentrations, specifically concentrations for the 34L departures. Mr Danny Namgyal, acting Assistant Secretary of the Western Sydney Airport Regulatory Policy Branch directed Mr Clarke to the EIS and the aircraft noise tool available at <https://wsiflightpaths.aerlabs.com/>.

4/2024-1: Secretariat to distribute the link to the WSI flight paths noise tool.

4/2024-2: Mr John Clarke to confirm at the next SACF meeting if the WSI flight path noise tool provided sufficient information regarding the facilitated changes to the Sydney Airport flight paths.

Mr Hill questioned what time the WSI night time runway modes come into effect. Mr Shepherd stated the night time runway modes operate from 11pm to 5:30am.

## **AGENDA ITEM 5 – Sydney Airport Update**

Mr Ted Plummer, Senior Adviser, Government and Community Relations, Sydney Airport Corporation Limited, provided an update about Sydney Airport operations (a copy of the slides presented are attached).

Mr Plummer's presentation covered:

- Sydney Airport traffic and operational performance update;
- Post-COVID recovery in number of flights;
- South-east sector project update;
- Masterplan update;
- Introduction of the new uber pickup area at the T1 Terminal; and
- Major overhaul planned for T2 Domestic Terminal.



## **AGENDA ITEM 6 – Airservices Australia Update**

Mr Tim Gill, Senior Advisor, Community Engagement, Airservices Australia (Airservices) provided an update about operations relating to Sydney Airport.

Mr Gill's presentation covered:

- Long Term Operating Plan (LTOP) Performance in September and October 2024;
- Restructuring of Airservices;
- Air Traffic Movements;
- Noise Monitors; and
- Noise Complaints and Information Service (NCIS) Update.

Ms Katie Shaw, representing the Federal Member for Kingsford Smith, questioned if the nearby wharf construction might be affecting the accuracy of ambient noise readings at the La Perouse noise monitor. Mr Gill advised that Airservices intentionally placed the noise monitor away from the construction and that the ambient noise is considered when measuring the background noise. Mr Gill directed Ms Shaw to wait for the report on the La Perouse noise monitor.

Mr Plummer requested Sydney Airport be included on the Implementation and Monitoring Committee (IMC) subcommittee for LTOP mode 9 due to the implications the subcommittee may have on the efficiency of the airfield. This was acknowledged by Mr David Binskin of Airservices.

Mr Gill emphasised the interdependence between the WSI flight paths and mode 9 subcommittee work. Mr Gill stated the IMC agreed to temporarily suspend the mode 9 subcommittee until the finalisation and consultation on the WSI flight paths. Airservices is not currently resourced to facilitate actions towards mode 9. Mr Gill said there had been confusion regarding the IMC and community representatives' agreement to this decision and he sought clarity as to the future expectations for the mode 9 subcommittee. Mr Clarke responded that the purpose of the mode 9 presentation was to gauge SACF's views towards a subcommittee on mode 9. He added that members are keen to understand the current situation of the subcommittee and what work needs to occur to progress it regardless of the finalisation of the WIS flight paths.

The Chair asked Mr Gill if he would be able to identify a date for when would be appropriate for the mode 9 subcommittee to meet. Mr Gill advised that there are a lot of dependencies determining when the subcommittee can next meet and will provide an appropriate timeline at the next SACF.

4/2024-3: At the next SACF meeting, Mr Tim Gill of Airservices is to discuss next steps and limitations for the mode 9 subcommittee and put forward an indicative timeline for the subcommittee to meet.

Mr Clarke described how the movements over the north and use of the parallel runways are over twice as much as their respective targets. Mr Clarke enquired about a recommendation from the Aviation White Paper (AWP) for an individual at Airservices to be employed as head of the aircraft noise and environment section. Mr Gill confirmed progress towards this AWP recommendation is occurring and that he'd be happy to provide an update at the next SACF meeting.

4/2024-4: At the next SACF meeting, Mr Tim Gill of Airservices is to provide an update on initiative 35 of the Aviation White Paper which states, "Appoint an Airservices Australia executive for noise and environment to lead the agency's work on noise minimisation, including engagement with affected communities, and ensure this work is integrated with the operational decisions of air traffic controllers."



Mr Alan Dukes, Community Representative for the East enquired as to why there was a high level of parallel runway usage and asked if there was any further information that Airservices could provide in relation to the non-use of noise sharing modes, for example, staffing issues in the Traffic Control Unit.

Mr Dukes noted the trend over the past 12 months of almost zero use of noise respite modes other than Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) with areas to the north of the airport mostly being impacted. Mr Gill responded that the LTOP targets are not absolutes and that parallel runway is getting used over 90% of the time. Regarding Airservices staffing, the organisation is preparing for the busiest time of the year and has had significant structural changes at the operational level. Airservices is still committed to noise sharing and reviewing its performance towards meeting LTOP targets.

Mr Dukes also asked about a sub-working group mentioned at the previous IMC meeting which would look at barriers preventing noise sharing. Mr Binskin confirmed that the sub-working group would be discussed at the next IMC meeting.

Ms Rogers asked what explanation she could provide to constituents in the North who are increasingly being impacted by aircraft noise. She stated that 16R arrivals have increased every month to the point where 16R arrivals in December 2023 were four times the amount they were in June 2023. Mr Gill encouraged Ms Rogers' constituents to raise their complaints with the NCIS.

## **AGENDA ITEM 7 – Implementation and Monitoring Committee report**

Mr Binskin, introduced himself as the new Sydney Aerodrome and Airspace Services Head of Airservices. Mr Binskin chaired the IMC meeting of 5 December 2024. He covered outstanding action items from the IMC and provided the opportunity for Mr Clarke to summarise the recent IMC meeting. Mr Clarke spoke of the subcommittee for mode 9 and the subcommittee looking at the use of the noise sharing modes.

## **AGENDA ITEM 8 – Update from Community Representatives**

Mr Tony Williams, acting Community Representative for the West, stated the increase in aircraft movements over the community to the North of the airport was unusual and potentially unprecedented. Mr Williams quoted statistics for the increase in 16R arrivals throughout 2023 and recommended Airservices acknowledge the increase in aircraft noise north of the airport is unusual. Mr Gill advised that a year by year data comparison, excluding the COVID period, shows the increase in 16R arrivals is consistent across years and attributed to seasonal variations.

The Chair requested that Mr Williams and Ms Rogers send their concerns to Airservices which would provide the opportunity for Mr Gill to respond in writing. Mr Gill agreed to this approach. The Chair also asked that a briefing be provided by Airservices to anyone concerned about aircraft noise to the north of the airport.

4/2024-5: Mr Tony Williams and Ms Rachel Rogers to send their concerns regarding the increase in aircraft noise over communities north of Sydney Airport to the SACF Secretariat to be provided to Mr Tim Gill of Airservices for response.

4/2024-6: Airservices to provide an out-of-SACF briefing for those SACF members interested in aircraft noise impacting communities north of the airport.



Mr Hill asked that SACF endorse Mr Dukes to be the permanent Community Representative for the East. Mr Dukes was previously appointed for a period of 12 months. The Secretariat confirmed it will investigate the administrative process to appoint Mr Dukes as an ongoing community representative.

4/2024-7: Secretariat to consider the appointment process for the Community Representative for the East.

Mr Dukes stated that during the shoulder curfew period, at 5:00am there is a new flight, Singapore Airlines flight 261, which is operating during Australian daylight savings time. Most shoulder curfew flights operate during the European summer period and Mr Dukes asked for comment from the department as to why the Singapore flight needs to operate in the curfew shoulder period during the non-European summer.

4/2024-8: The department to provide Mr Alan Dukes with explanation as to why Singapore Airlines flight 261 is permitted to operate during the curfew shoulder period.

Additionally, Mr Dukes commented that in the period immediately before curfew begins at 11pm, there is an increasing number of flights which are receiving pre-curfew taxi clearance and which are thereby authorised under the *Sydney Airport Curfew Act 1995* (the Curfew Act) to depart the airport after the commencement of the curfew. Mr Dukes stated he believes the Air Traffic Control tower (ATC) is providing pre-emptive and unconditional pre-curfew taxi clearance to aircraft which aren't in a position to be taxiing. Of particular concern is the ATC prefacing some transmissions with terms such as, "just to make sure you get clearance before curfew." Mr Dukes asked for three actions.

4/2024-9: Mr Alan Dukes to provide the SACF Secretariat with instances – dates, times, flight numbers where possible – of flights receiving pre-curfew taxi clearance.

4/2024-10: The department to investigate flight details provided by Mr Alan Dukes and report back to SACF on the findings.

Mr Gill put forward that it would be more appropriate for the IMC to investigate whether Airservices was contravening the Curfew Act and report back to SACF. Mr Gill believed the actions more appropriately suit the terms of reference of the IMC.

Neermala Cash, acting Director, South, West, ACT and NSW Airports and Noise section stated that the department would be happy to investigate whether a breach of the Curfew Act is occurring.

The Chair suggested that the letters be written and that the IMC begin the process of simultaneously investigating whether Airservices is breaching the Curfew Act.

## **AGENDA ITEM 9 – Update from Members of Parliament and Councils**

No items were raised.

## **AGENDA ITEM 10 – Other Business**

Ms Cash stated that as the department had received an action item from the recent IMC meeting to circulate the curfew dispensation procedure, the procedure will also be circulated to SACF.

4/2024-11: Secretariat to circulate the department's curfew dispensation procedure to SACF members.



**Sydney Airport  
Community Forum**

**AGENDA ITEM 11 – Close and notification of next meeting**

The Chair thanked members for their attendance and wished members an enjoyable summer break.

The next meeting will occur in the first quarter of 2025 with the date to be advised.



**Action Items from December 2024 Meeting**

Items	Timeframe	Responsible	Status	
1	Secretariat to distribute the link to the WSI flight paths noise tool.	18/12/2024	Secretariat	Closed
2	Mr John Clarke to confirm at the next SACF meeting if the WSI flight path noise tool provided sufficient information regarding the facilitated changes to the Sydney Airport flight paths.	Next SACF meeting	John Clarke	Open
3	At the next SACF meeting, Mr Tim Gill of Airservices is to discuss next steps and limitations for the mode 9 subcommittee and put forward an indicative timeline for the subcommittee to meet.	Next SACF meeting	Tim Gill	Open
4	At the next SACF meeting, Mr Tim Gill of Airservices is to provide an update on initiative 35 of the Aviation White Paper which states, "Appoint an Airservices Australia executive for noise and environment to lead the agency's work on noise minimisation, including engagement with affected communities, and ensure this work is integrated with the operational decisions of air traffic controllers."	Next SACF meeting	Tim Gill	Open
5	Mr Tony Williams and Ms Rachel Rogers to send their concerns regarding the increase in aircraft noise over communities north of Sydney Airport to the SACF Secretariat to be provided to Mr Tim Gill of Airservices for response.	3/03/2025	Tony Williams, Rachel Rogers and Tim Gill	Open
6	Airservices to provide an out-of-SACF briefing for those SACF members interested in aircraft noise impacting communities north of the airport.	3/03/2025	Tim Gill	Open
7	Secretariat to consider the appointment process for the Community Representative for the East.	25/02/2025	Secretariat	Open
8	The department to provide Mr Alan Dukes with explanation as to why Singapore Airlines flight 261 is permitted to operate during the curfew shoulder period.	25/02/2025	The department	Open
9	Mr Alan Dukes to provide the SACF Secretariat with instances – dates, times, flight numbers where possible – of flights receiving pre-curfew taxi clearance.	25/02/2025	Alan Dukes	Open
10	The department to investigate flight details provided by Mr Alan Dukes and report back to SACF on the findings.	25/02/2025	The department	Open
11	Secretariat to circulate the department's curfew dispensation procedure to SACF members.	18/12/2024	Secretariat	Closed





## SACF Meeting 04/2024 – 9 December 2024

### Members

Name	Representing
Sally Sitou MP	Chair, Federal Member for Reid
Philippa Scott	Chair's Office
John Clarke	Representing Community Representative for the North, Bob Hayes
Alan Dukes	Community Representative for the East
Kevin Hill	Community Representative for the South
Tony Williams	Representing Community Representative for the West, Maria Patrinos
Simon Kennedy MP	Federal member for Cook
Alexi Cassis Katie Shaw	Nominees representing the Federal Member for Kingsford Smith
Desiree Scholz	Nominee representing the Federal Member for Wentworth
Rachael Rogers	Nominee representing the Federal Member for North Sydney
Sarah Guan Kendall Banfield	Representatives for Inner West Council
Robert McKinlay	Representative for Bayside Council
Ted Plummer Ken Allcott	Representatives for Sydney Airport
Rob Edney Adam Bates	Representing the Domestic Airline Industry

### Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Kathryn Scarano	Director, SADM Regulator and Policy Section
Danny Namgyal	Acting Assistant Secretary, Western Sydney Airport Regulatory Policy Branch
Joshua Haze-Moran	Acting Director, Airspace Design Section
Neermala Cash	Acting Director, South, West, ACT and NSW Airports and Noise Section
Rafae Jafri	Secretariat

### Observers and Guest Presenters

Name	Representing	Capacity
Timothy Gill	Senior Adviser, Community Engagement, Airservices	Presenter
David Binskin	IMC Chair, Airservices	Presenter
Russell McArthur	Senior Policy Adviser, Government Relations, Airservices	Speaker
Matt Shepherd	Director, To70 Aviation	Presenter
Neil Hall	Senior Aviation Consultant, To70 Aviation	Observer
Ben Hargreves	National Manager, L+R Airport Consulting	Observer
Duncan Mccomb	The Holt Estate 1861	Observer
Bella Glennly	Community Member	Observer

### Apologies

Name	Representing
Maria Patrinos	Community Representative for the West
Stephen Pearse	Representing the International Airline Industry





Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

# Sydney Airport Demand Management Reforms

18 December 2024



# Slots 101

A 'slot' is a permission for an aircraft to either enter or leave an airport gate at a particular time (gate movement)

Slots are managed internationally in two seasons

- Northern Summer (beginning in the end of March)
- Northern Winter (beginning in the end of October)

Slots are usually allocated to airlines as a "slot series," which is a set time (e.g., 8:00am every Monday) for a specific season. To earn the right to use the same time series next season, airlines must use at least 80% of their slots in the series (historic rights).

The remaining 20% allows for cancellations due to factors like weather or airspace issues.

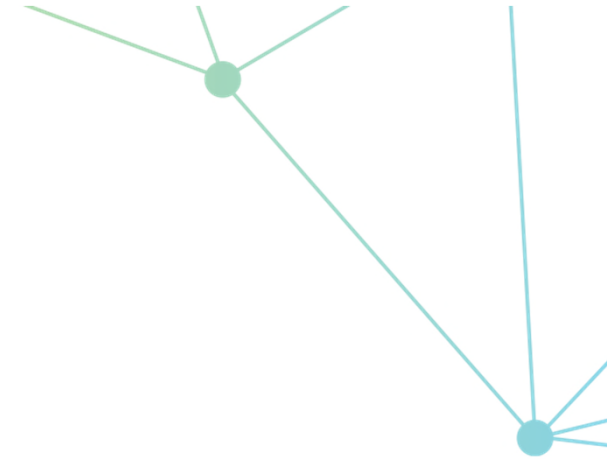
# Reforms currently being implemented

## Independent audit of slot usage

- Released publicly 27 November 2024

## Undertaking a competitive process to engage the Slot Manager

- The Request for Proposal process opened on 5 August 2024 and closed on 2 September 2024



# Reforms implemented in the SADM Amendment Bill

Senate passed 29 November 2024, awaiting Royal Assent.

## Introduce a recovery period

- Temporarily allow up to 85 planes to take off or land each hour for a maximum of two hours following a disruption event
- No increase in overall number of flights for the whole day – only flights that were already scheduled will be able to occur in the recovery period
- Recovery period will not extend into curfew hours

## Ministerial responsibility for the Slot Management Scheme

- Changing responsibility for making the slot management from the Slot Manager to the Minister
- Provides greater flexibility for implementing the reforms and keeping the scheme up to date

# Reforms implemented in the SADM Amendment Bill

## Addressing slot misuse and the strengthening the compliance regime

- Introducing a new strengthened compliance regime, with new civil penalty provisions based off the Worldwide Airport Slots Guidelines and new enforcement tools
- A reformed Compliance Committee with membership that allows the committee to effectively inform compliance action

## Increasing transparency of slot usage by airlines

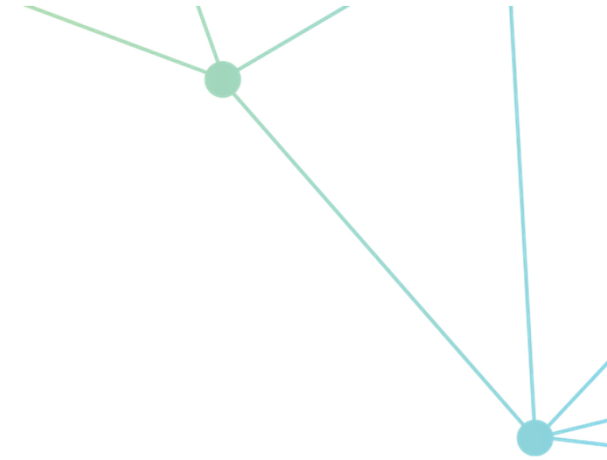
- New powers for the production of information or documents
- Ability for the regulations to set record-keeping, publication and sharing of information obligations

# Further Detail in 2025 - Legislative Instruments

Recovery Period

Compliance Committee

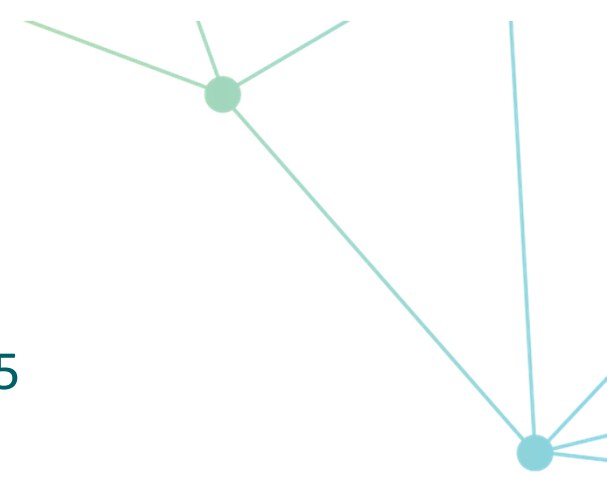
Information Management



# Regulatory Reform in 2025 - Recovery Period

Opportunity for stakeholders to engage on draft regulations in 2025

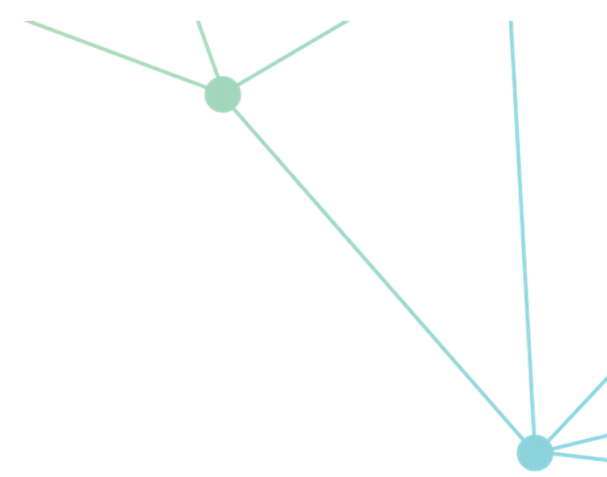
- Threshold
- Information sharing requirements





# Stay in Touch

[demandmanagement@infrastructure.gov.au](mailto:demandmanagement@infrastructure.gov.au)





Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

# Sydney Airport Community Forum

9 December 2024



# Update on Western Sydney International Airport flight path design

Josh Haze-Moran

Assistant Director – Airspace Design Section  
Western Sydney Airport Regulatory Policy Branch



## Final EIS

- Submissions report contains the response to each issue raised in the 8,477 submissions received on the draft EIS.
- The final EIS adopted 2 changes consulted on in August 2024 and 3 other minor changes to the flight paths.
- Final EIS published on 7 November 2024
- Finalising the *Environment Protection and Biodiversity Conservation Act 1999* referral process



Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

### Western Sydney International (Nancy-Bird Walton) Airport – Airspace and flight path design

Environmental Impact Statement

Submissions Report

October 2024

## Design update - Key considerations

### Proposals for Flight Path Changes

- Safe
- clear benefit to the community
- do not transfer the impact
- did not contravene a key design principle



# Draft EIS Submission Consideration

## All Submissions

Received and considered

## Flightpath/Airspace Specific

Referred to design team for possible  
consideration

## Proposals Developed

WSI South



WSI North



WSI West



Noise  
Abatement  
Procedures

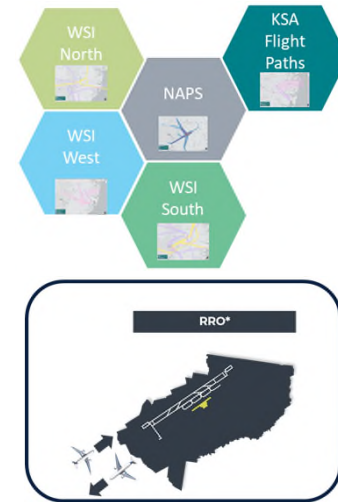


KSA Flight  
Paths



## Design update

In August, the department consulted on two significant changes to RRO from the draft EIS. These have been incorporated into the design for the Final EIS.



### Change 1:

Revised flight paths for jet aircraft traveling east from WSI during RRO

### Change 2:

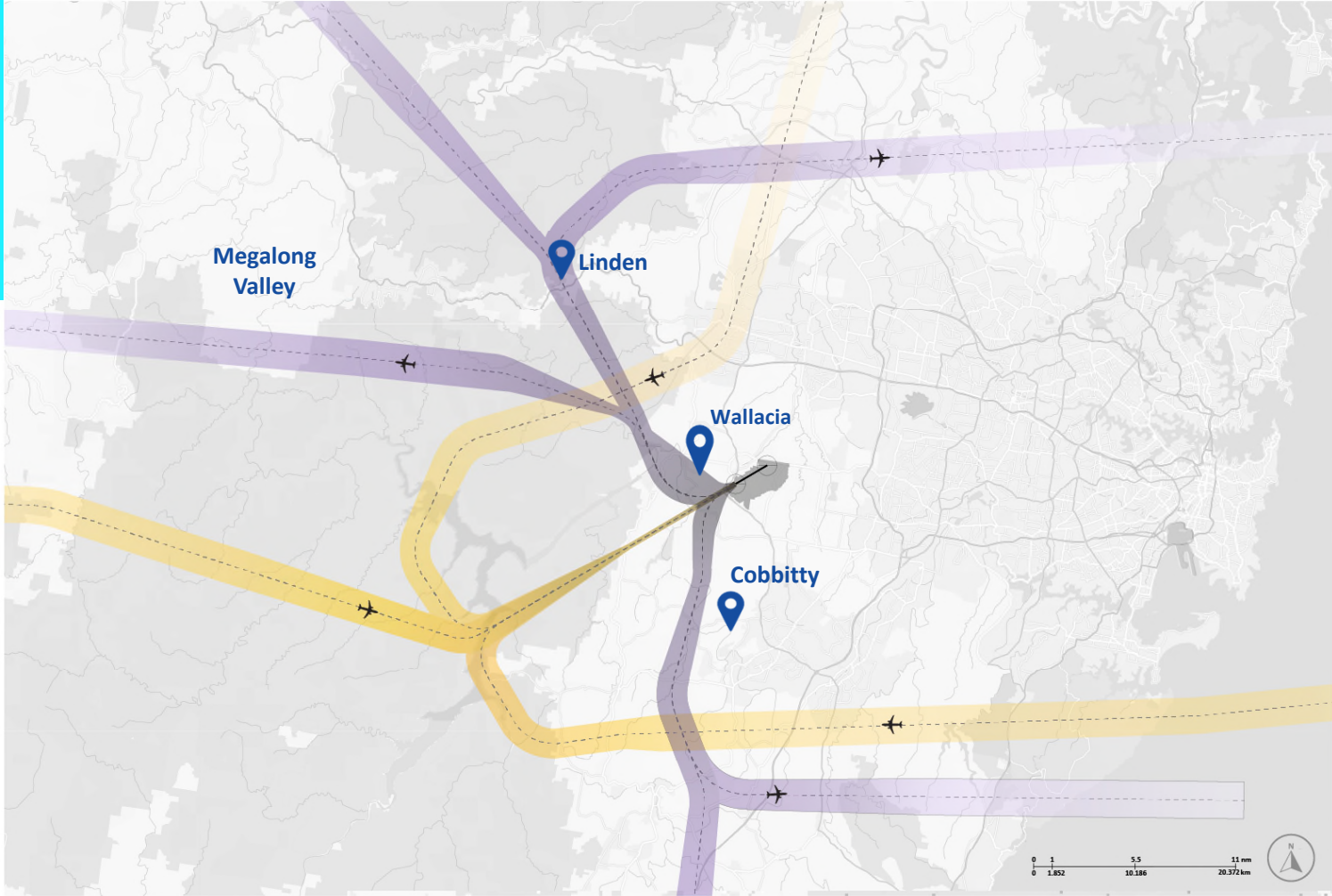
RRO noise abatement procedure



# Change 1:

Revised flight paths for jet aircraft travelling east from WSI at night

This image shows the RRO mode that was published in June 2023 and in the 2023 draft EIS



NIGHT 05|23 ARRIVALS + DEPARTURES  
RRO ONLY

13147AI09\_WSA

DEPARTURES INDICATIVE ALTITUDE AMSL (ft)



ARRIVALS INDICATIVE ALTITUDE AMSL (ft)



18 December 2024



# Change 1:

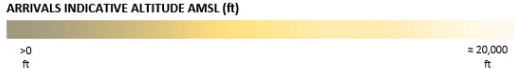
## Revised flight paths for jet aircraft travelling east from WSI at night

This image shows the RRO mode with revised flight paths for jets travelling east from WSI at night



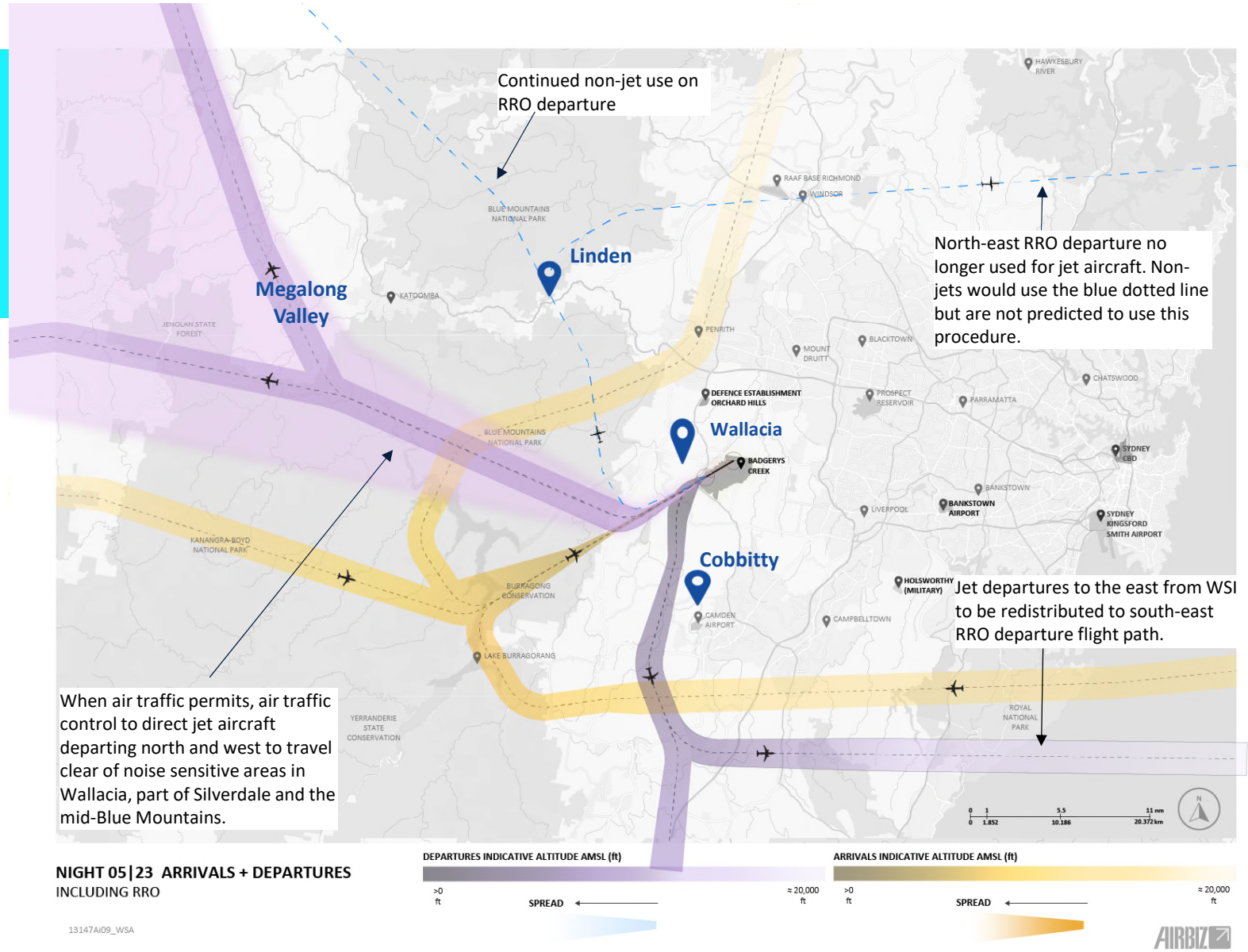
NIGHT 05 | 23 ARRIVALS + DEPARTURES  
RRO ONLY

13147AI09\_WSA



# Change 2: Noise abatement procedure for overnight aircraft

This image shows the proposed RRO mode with Change 1. When traffic permits this noise abatement procedure would be used in RRO mode.



NIGHT 05|23 ARRIVALS + DEPARTURES INCLUDING RRO

13147A109\_WSA





## Design update



Three minor flight path changes have also been incorporated into the design for the Final EIS based on input from the community.

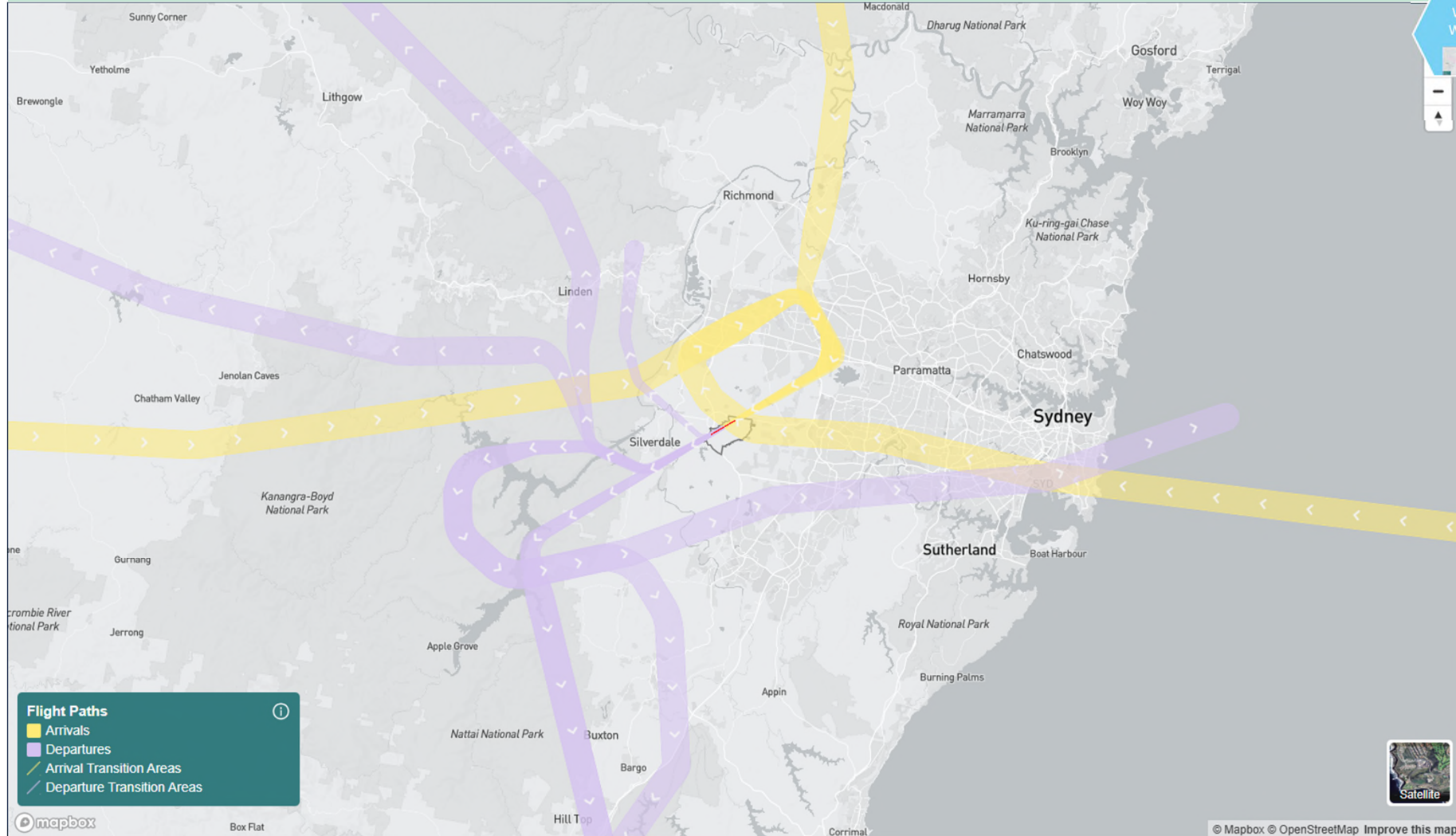
**Change 3:** Re-alignment of flight path RWY23 Day North

**Change 4:** Withdrawal of flight path: RWY05 Night North RNP-AR

**Change 5:** Re-alignment of flight path: RWY05 Night East

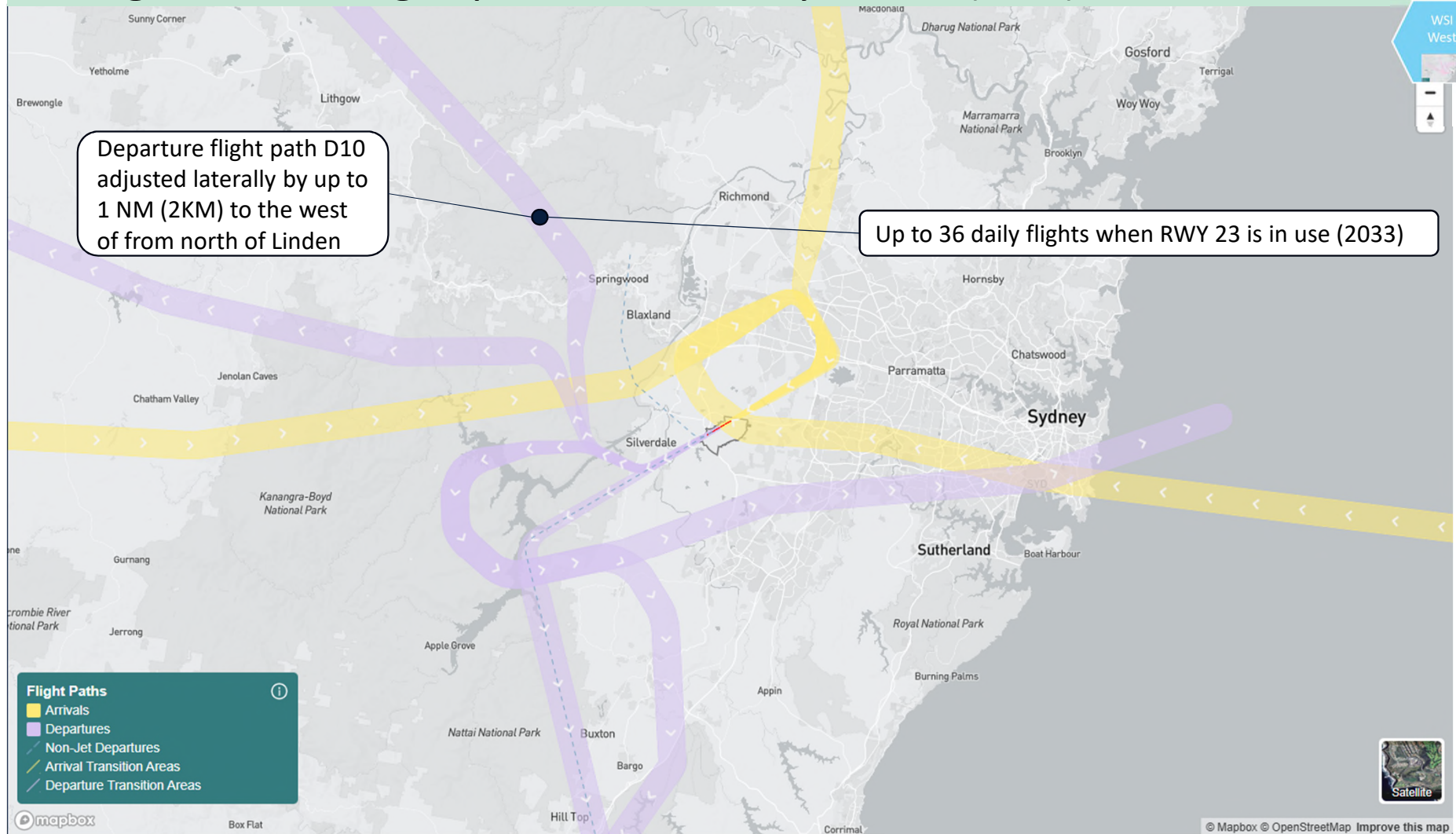
# Change 3: Draft EIS

## Re-alignment of flight path RWY23 Day North (D10)



# Change 3: Final EIS

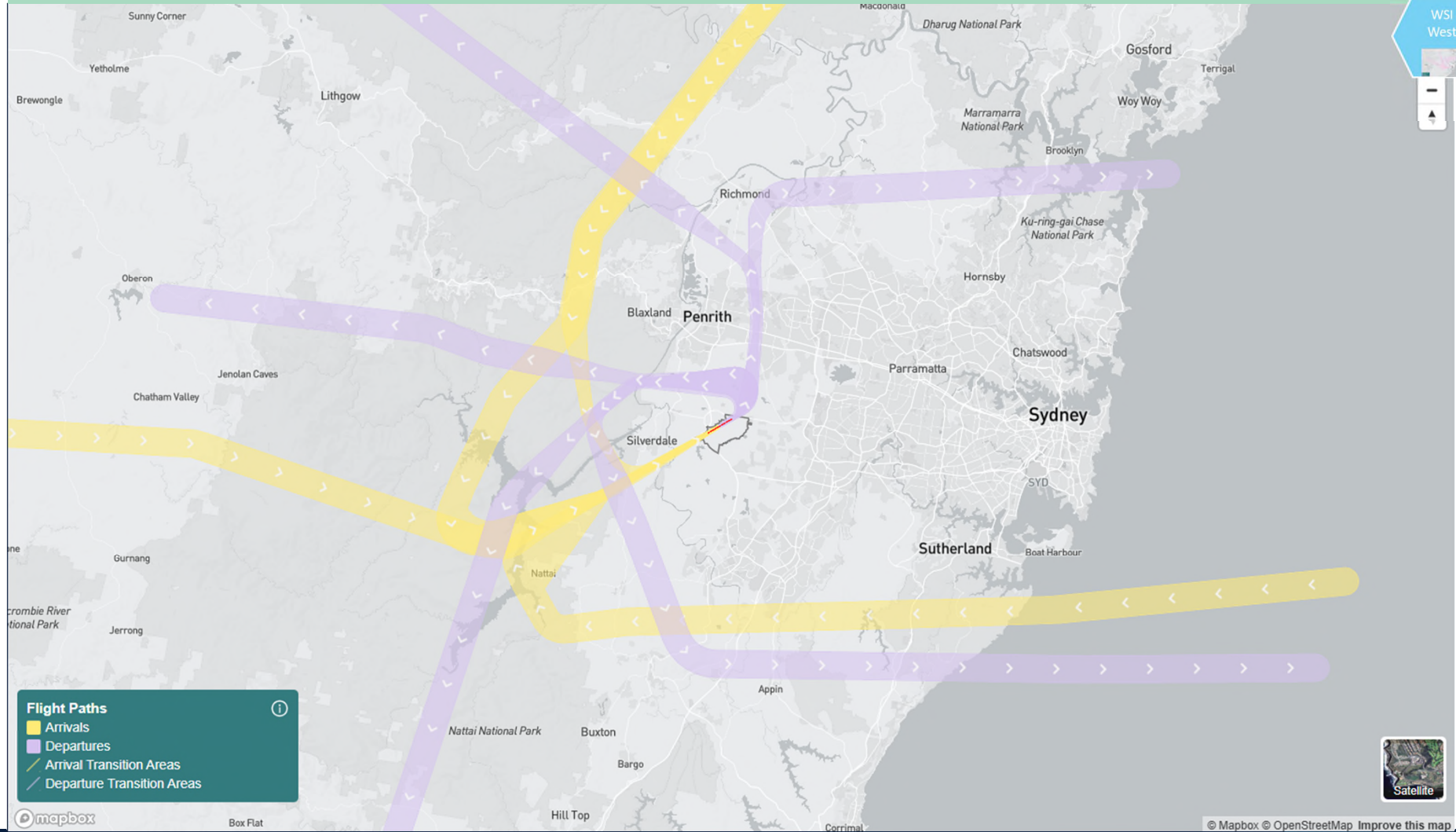
## Re-alignment of flight path RWY23 Day North (D10)





# Change 4: Draft EIS

## Withdrawal of flight path: RWY05 Night North RNP-AR (A13)

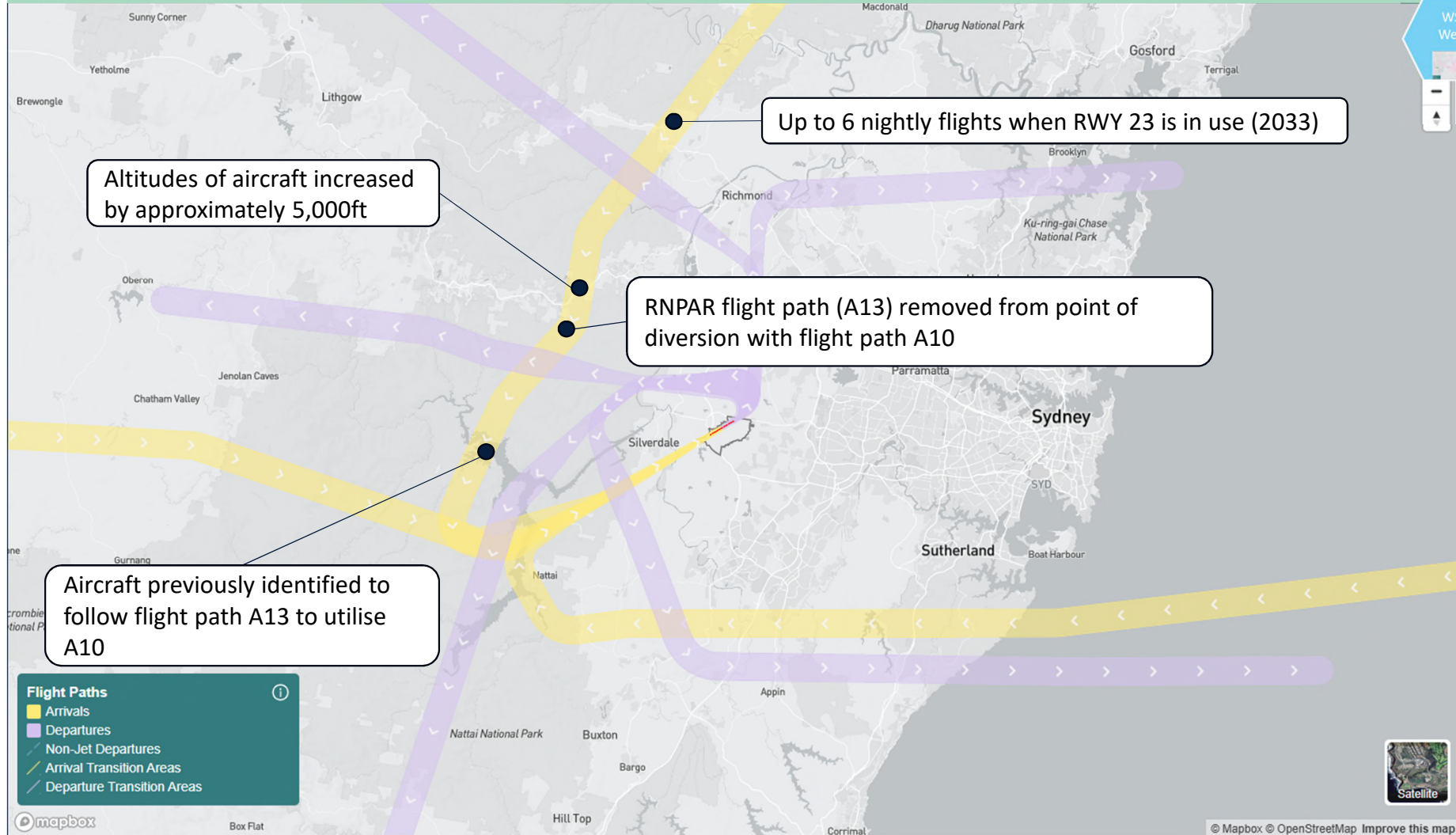


A set of navigation and information icons in the top right corner. It includes a zoom control (minus, plus, and a vertical line), and five hexagonal buttons: 'WSI North' (green), 'WSI West' (blue), 'WSI South' (green), 'NAPS' (grey), and 'KSA Flight Paths' (teal). Each button contains a small map icon.



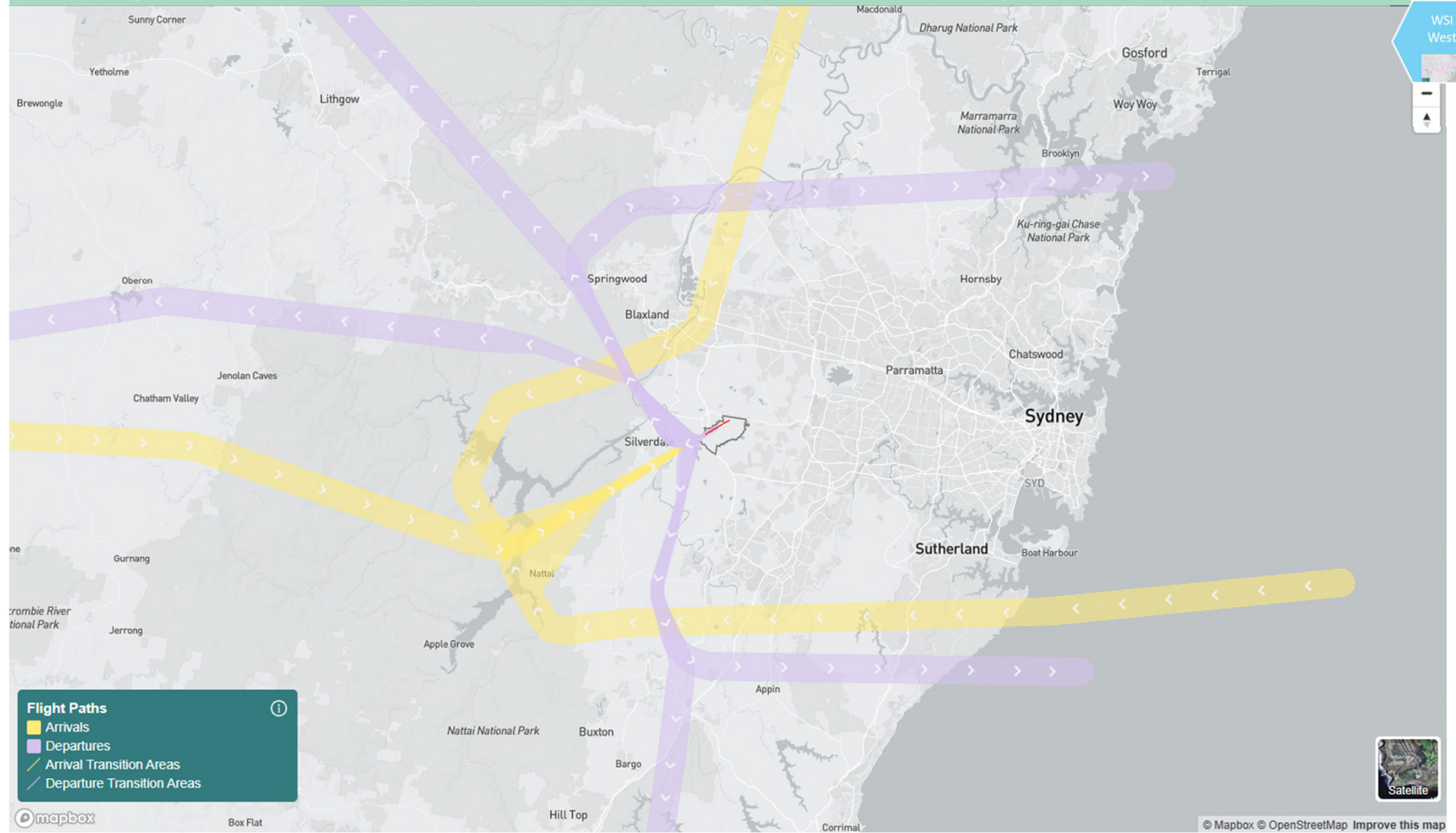
# Change 4: Final EIS

## Withdrawal of flight path: RWY05 Night North RNP-AR (A13)



# Change 5: Draft EIS

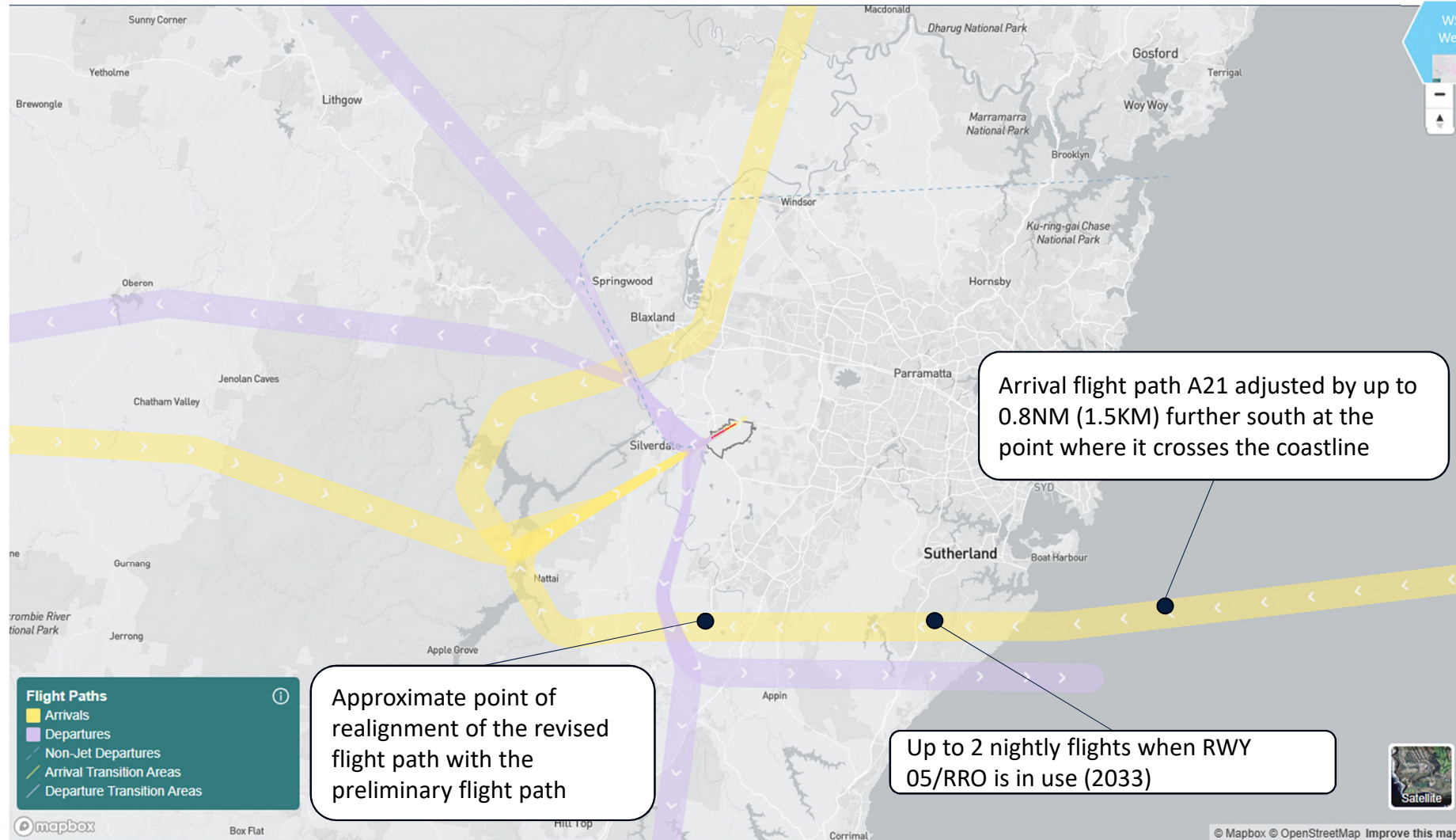
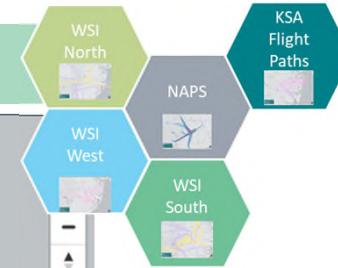
## Re-alignment of flight path: RWY05 and RRO Night East (A21)





# Change 5: Final EIS

## Re-alignment of flight path: RWY05 and RRO Night East (A21)



Arrival flight path A21 adjusted by up to 0.8NM (1.5KM) further south at the point where it crosses the coastline

Approximate point of realignment of the revised flight path with the preliminary flight path

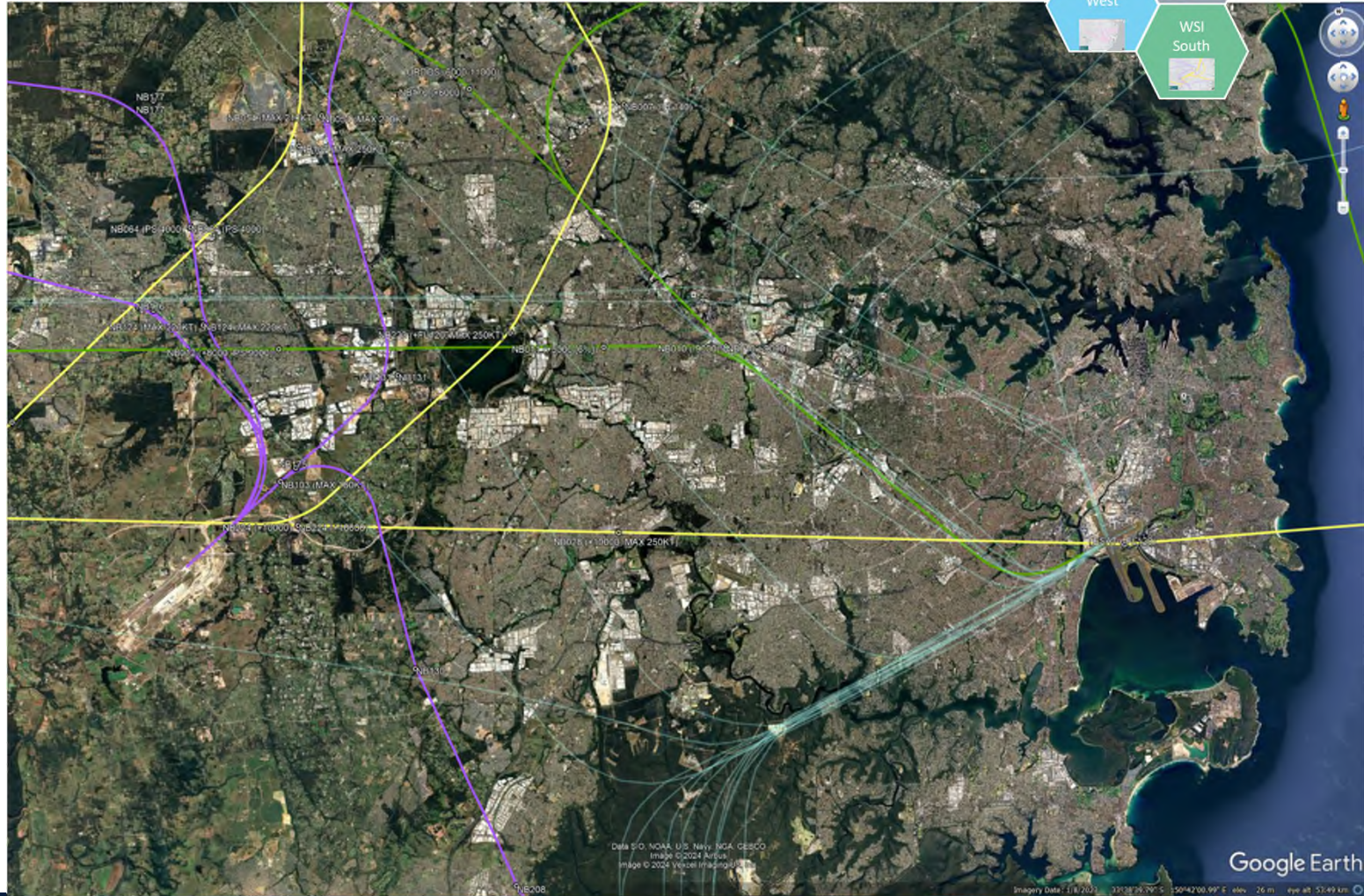
Up to 2 nightly flights when RWY 05/RRO is in use (2033)

- Flight Paths**
- Arrivals
  - Departures
  - Non-Jet Departures
  - Arrival Transition Areas
  - Departure Transition Areas



# Design clarification – KSA RWY 25

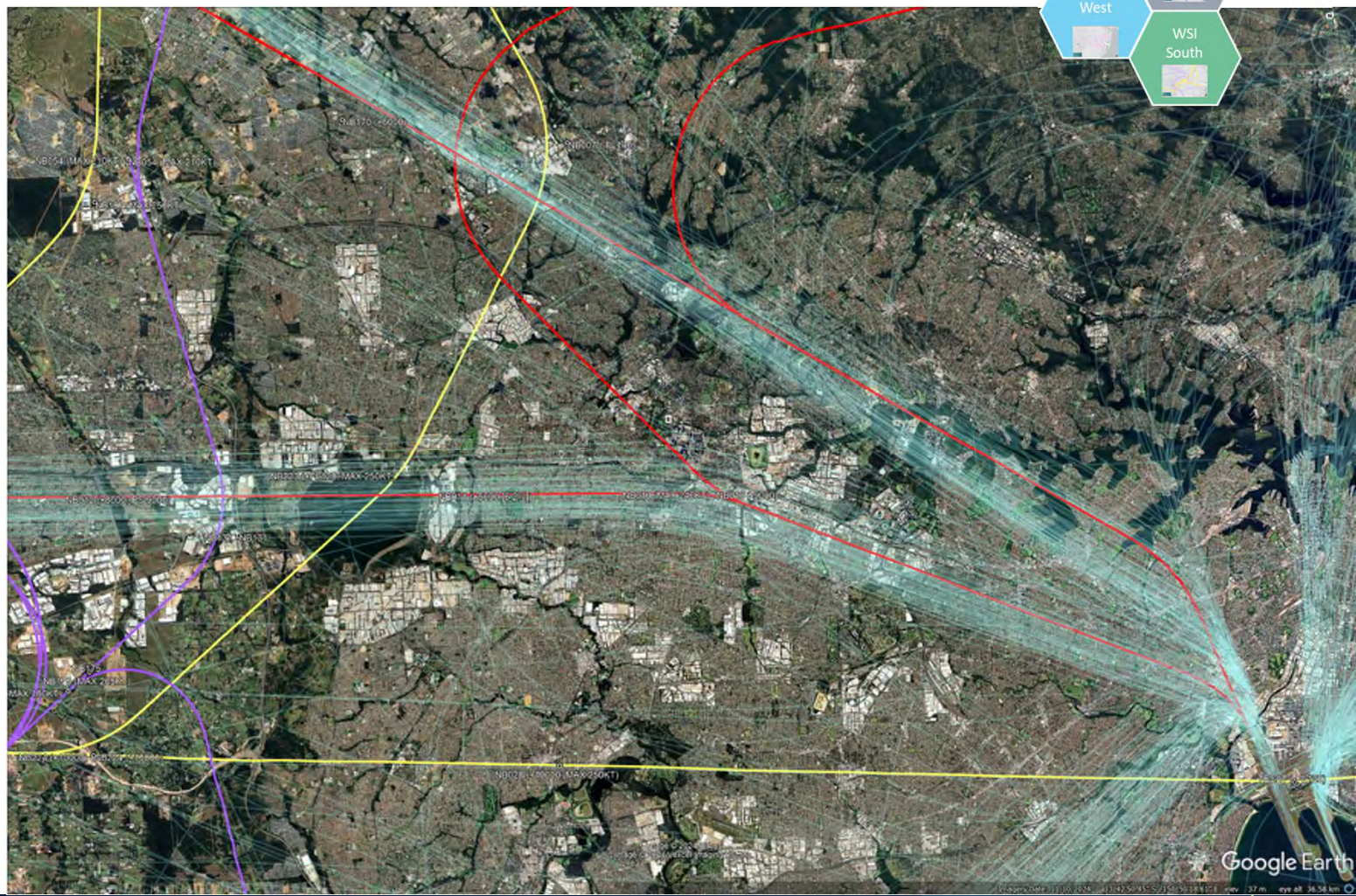
Change to existing flight paths is required for safety





# Design clarification – KSA RWY 34L

Change to existing flight paths is required for safety



Questions?

# Sydney Airport Community Forum

## Sydney Airport Update

[sydneyairport.com.au](https://sydneyairport.com.au)

9 December 2024

# SYD



# SYD traffic and operational performance update

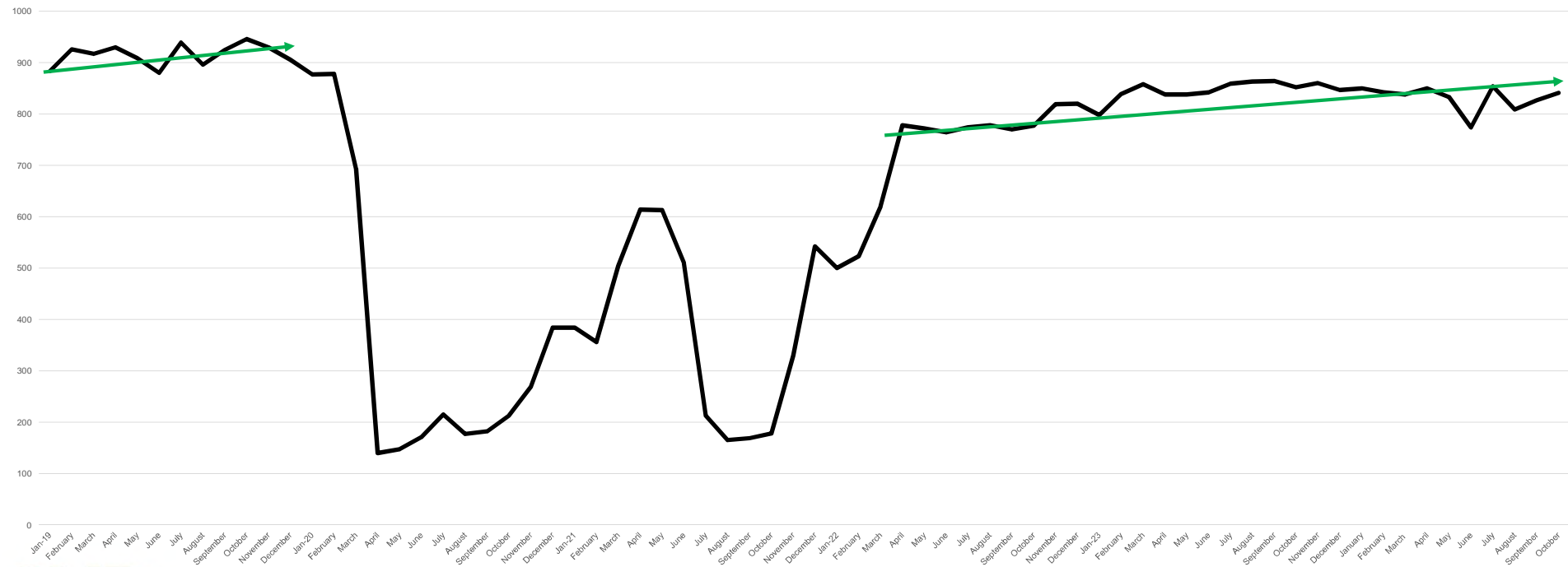
- Sydney Airport delivered strong performance in Q3 (July, August, and September 2024) with a total of 10.3 million passengers passing through the terminals. This represents a 3.3 per cent increase on passenger traffic during the same period last year and a 92.5 per cent recovery compared to Q3 2019 (pre-COVID).
  - T1 international terminal saw 4 million passengers pass through in Q3, a 5.8 per cent increase on the same period last year and a 95.7 per cent recovery rate on Q3 2019.
  - Domestic and regional passenger traffic was up 1.8 per cent on the same period last year, with 6.3 million passengers coming through the T2 and T3 domestic terminals and a 90.5 per cent recovery rate on Q3 2019.
- From an operational perspective, Sydney Airport performed strongly in Q3 2024, posting improvements across all operational metrics compared to Q3 2023. Highlights included 100 per cent of passengers passing through security in under 10 minutes and no instances where kerbside drop-off times at the domestic terminal exceeded 10 minutes.
- Sydney Airport is also working closely with Australian Border Force to improve inbound border processing. As a result of this collaboration, Sydney Airport will purchase additional E-Gate kiosks which the ABF will then operate – an example of industry and government working together to help streamline the passenger experience.



# Post-COVID recovery in number of flights

## Total number of flights per day

(January 2019 to October 2024)



# South-east sector project update



**SYD**

# Major overhaul planned for T2 Domestic Terminal

- Sydney Airport has unveiled its design vision for the much-anticipated overhaul of the T2 Domestic terminal, the first major redevelopment in more than three decades at Australia's busiest domestic terminal.
- The \$200 million investment aims to provide a faster, smoother, and more efficient travel experience for the 17 million passengers that use T2 every year, focusing on next-generation technology, modern facilities, and greater operational efficiency.
- Once complete, it is anticipated that 95 per cent of passengers will travel from the kerbside to airside in less than 15 minutes.
- The new layout will introduce more self-service kiosks and new bag drop technology, allowing passengers to take control of their check-in process and speed up departures. With the airport currently processing 1,500 bags per hour at peak times, this upgrade will boost capacity to 1,800 bags per hour by 2026, further enhancing efficiency.



**SYD**

Thank you.

Corporate Affairs

[events@sydneyairport.com.au](mailto:events@sydneyairport.com.au)

SYD

# Airservices Update

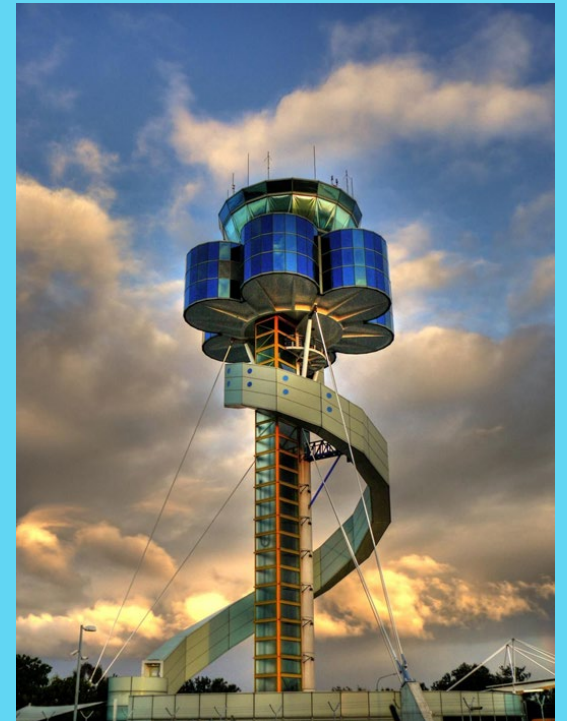
## Sydney Airport Community Forum

### SACF

9 December 2024

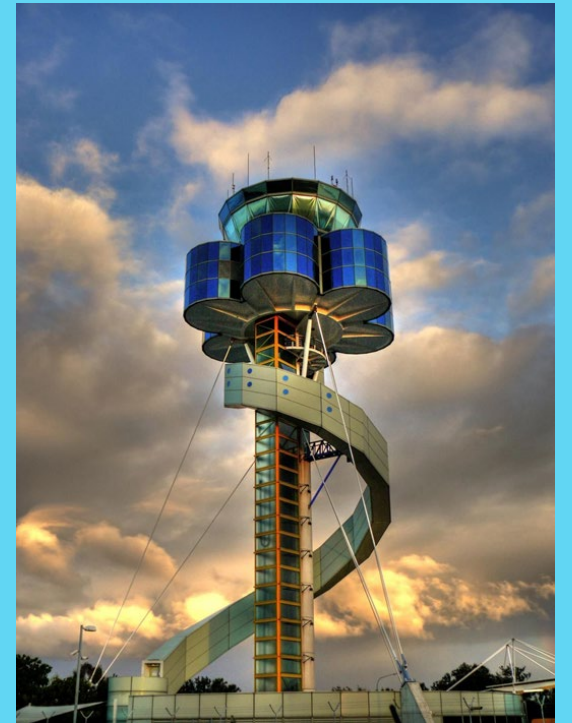
# Talking Points

- IMC update
- Air traffic movements Sydney Airport
- Noise monitors & WebTrak
- Noise Complaints and Information Service (NCIS) summary
- Questions





# IMC update



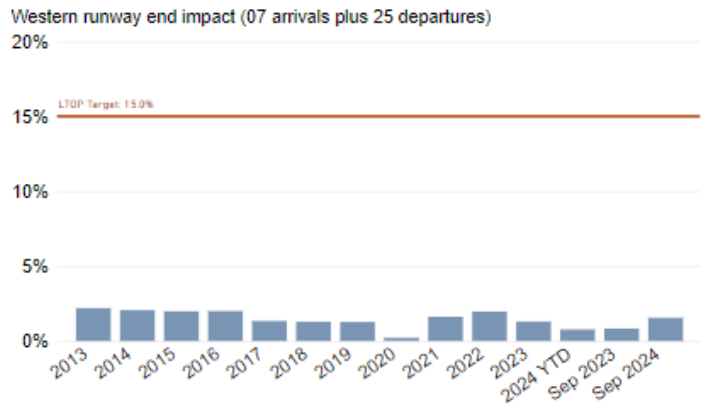
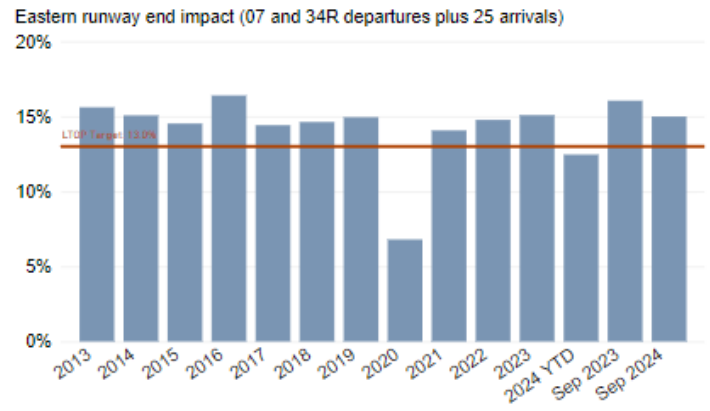
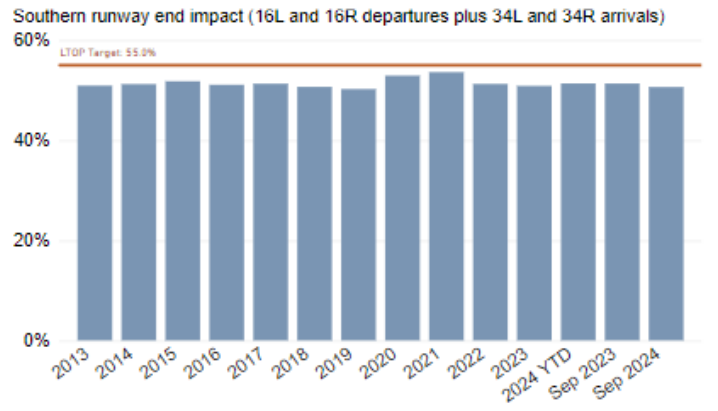
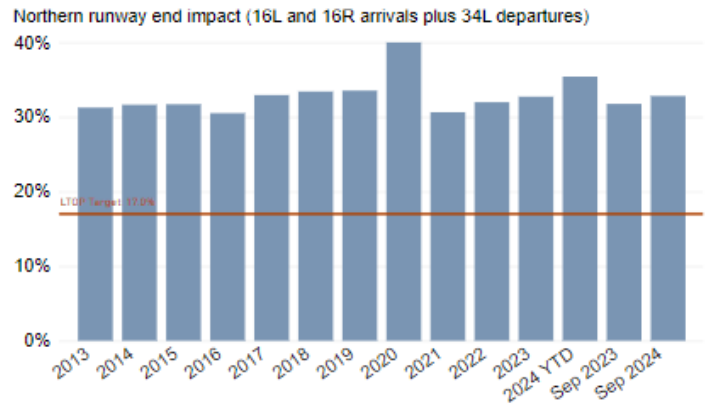


# LTOP Performance September 2024

Select a page: [Summary](#) **[LTOP targets](#)** [Ops by direction](#) [Runway usage](#) [Hourly summary](#) [Mode usage](#) [PRM operations](#) [34L departures](#) [Noise sharing](#) [Seasonal mode](#)

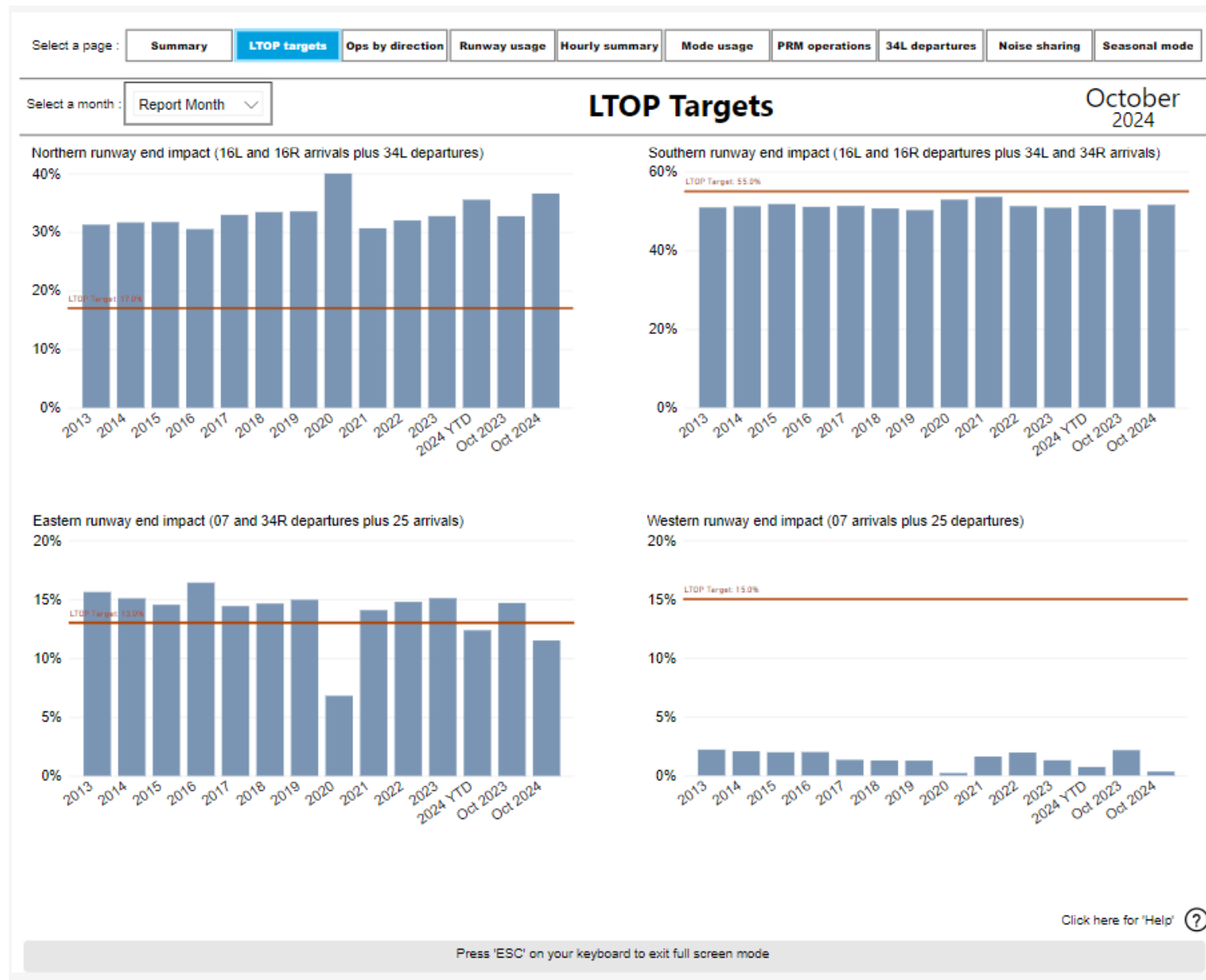
Select a month:

## LTOP Targets September 2024

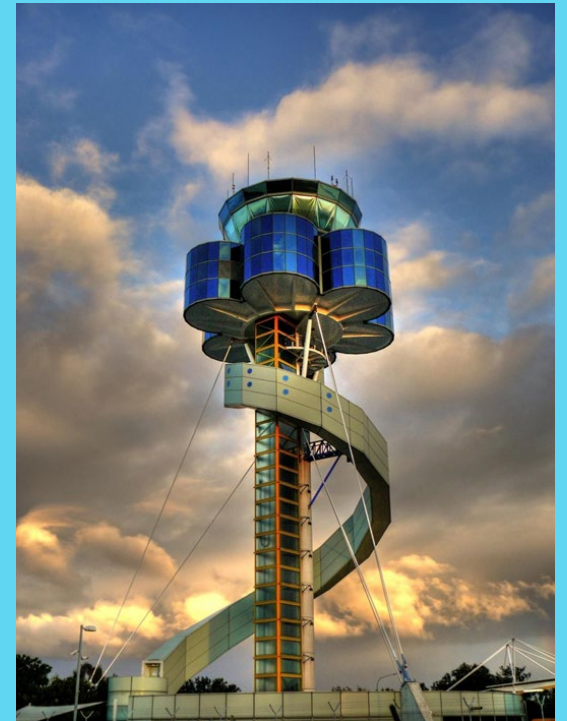


[Click here for 'Help'](#)

# LTOP Performance October 2024



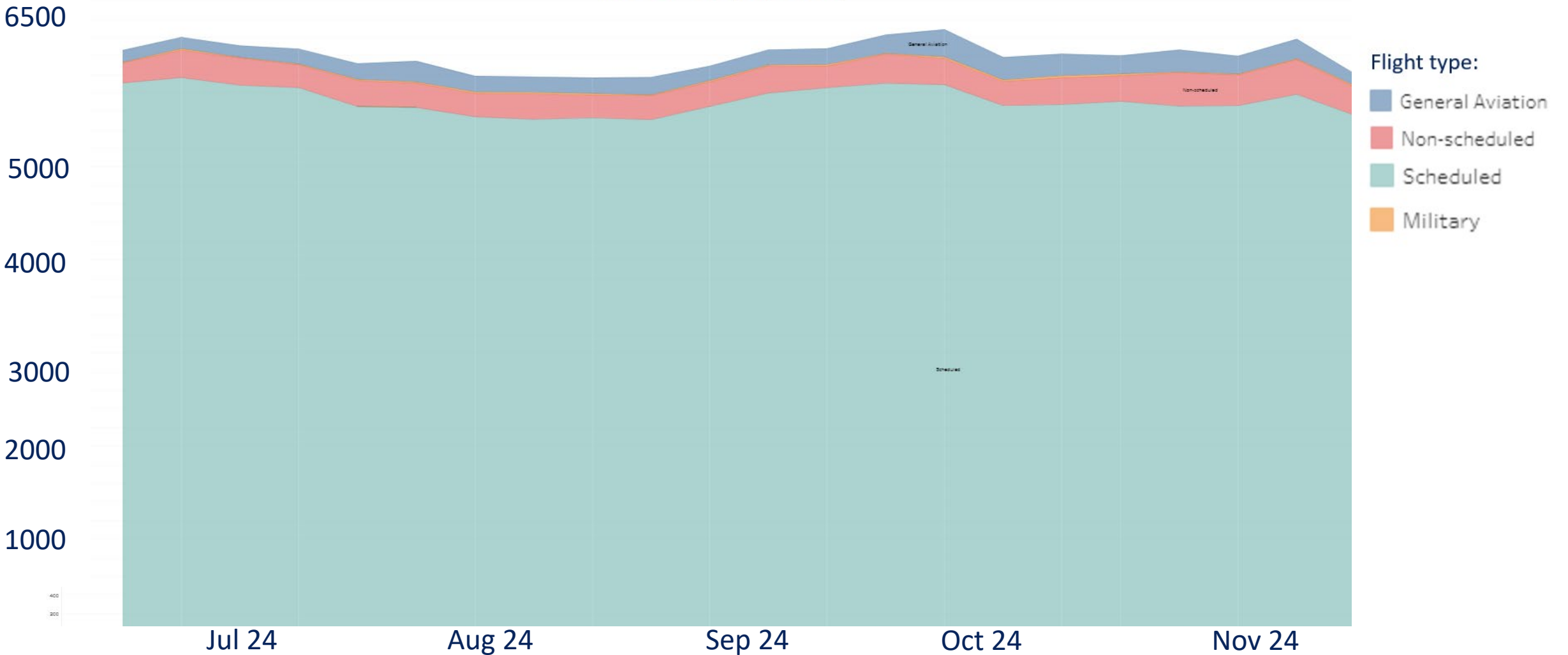
# Traffic movements



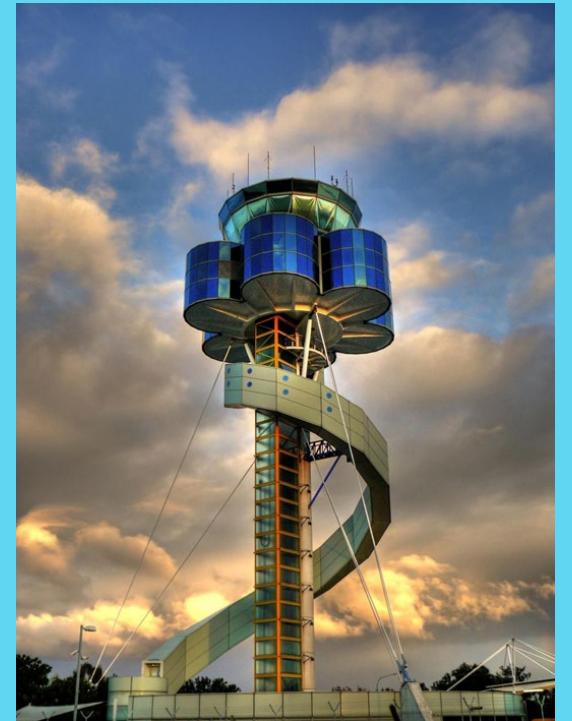
# AIR TRAFFIC MOVEMENTS (Monthly)

Weekly Traffic - including General Aviation

Historic Traffic at YSSY Airport (including General Aviation\*)

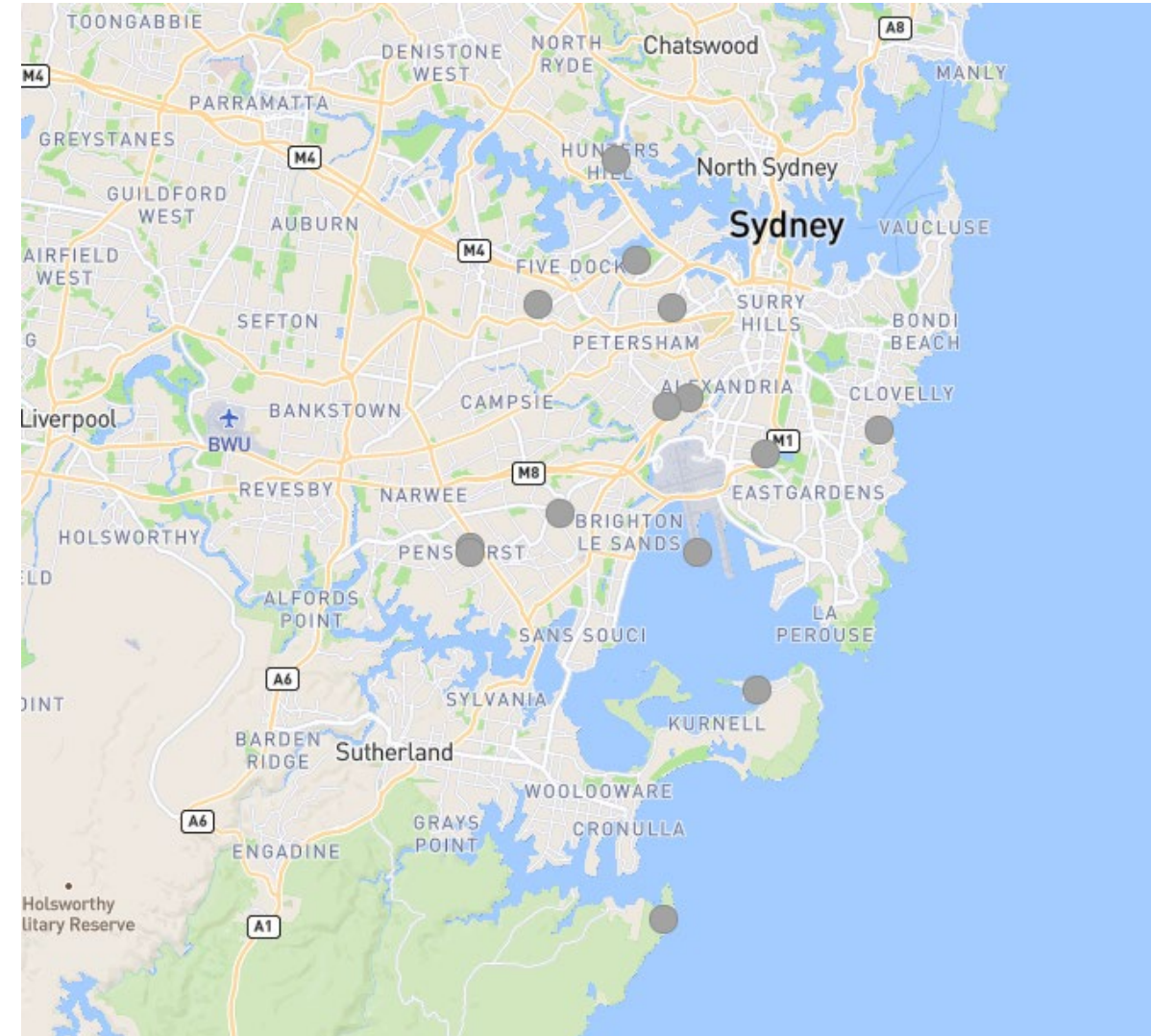


# Noise monitors



## NOISE MONITORS

- Croydon missed 3hrs on 10th Oct due to noise monitor and sim card replacement
- To see where aircraft operate and review data for the noise monitors near Sydney Airport, visit <https://webtrak.emsbk.com/syd3>





# NCIS UPDATE

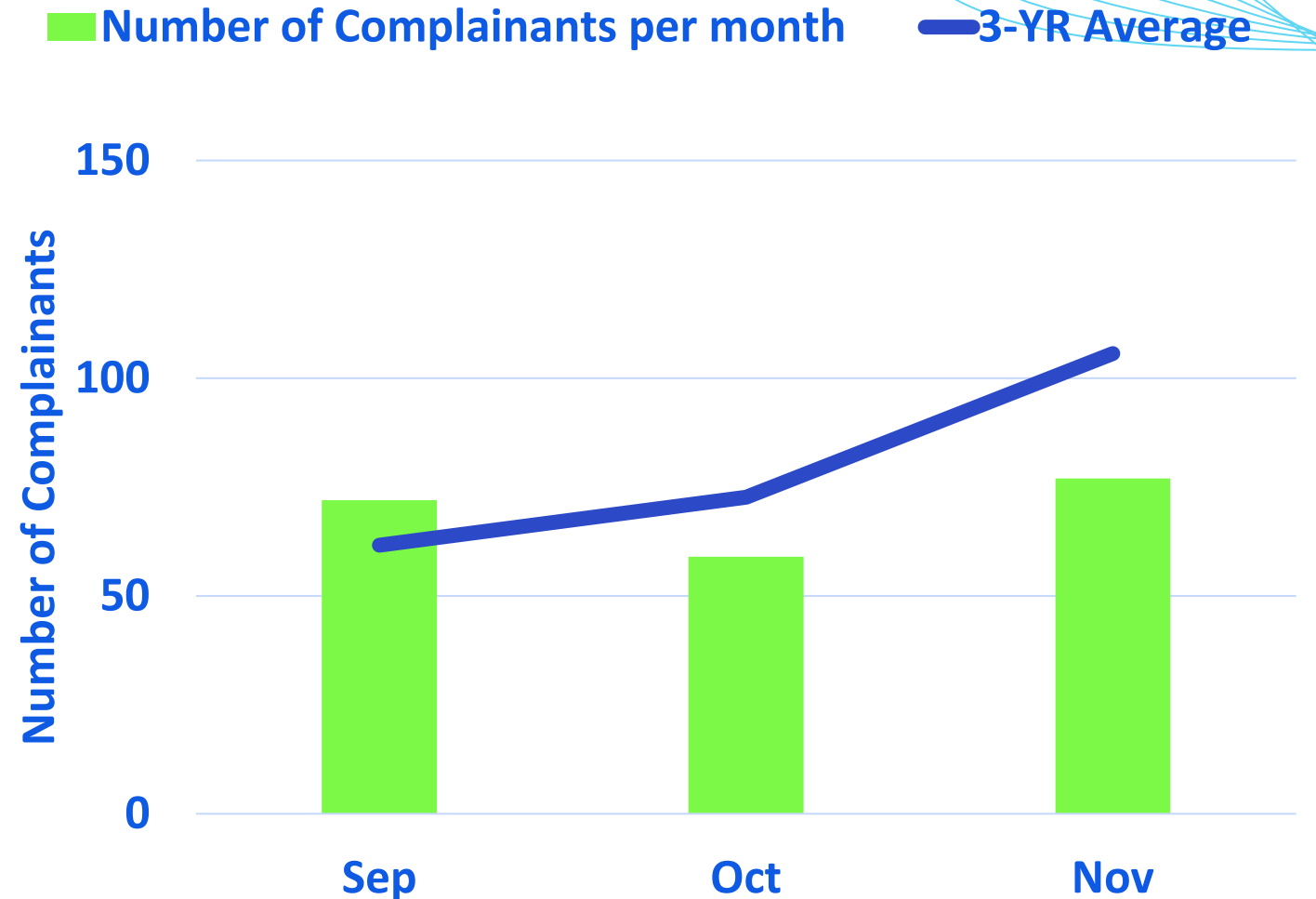
## September – November 2024

### Complainants

- 169 individual complainants
  - 773 contacts
  - 84 new complainants

### Suburb

- 93 Suburbs recorded a complainant
  - Bella Vista – 26
  - Blaxland & Maroubra – 7 each
- 65 suburbs recorded a single complainant

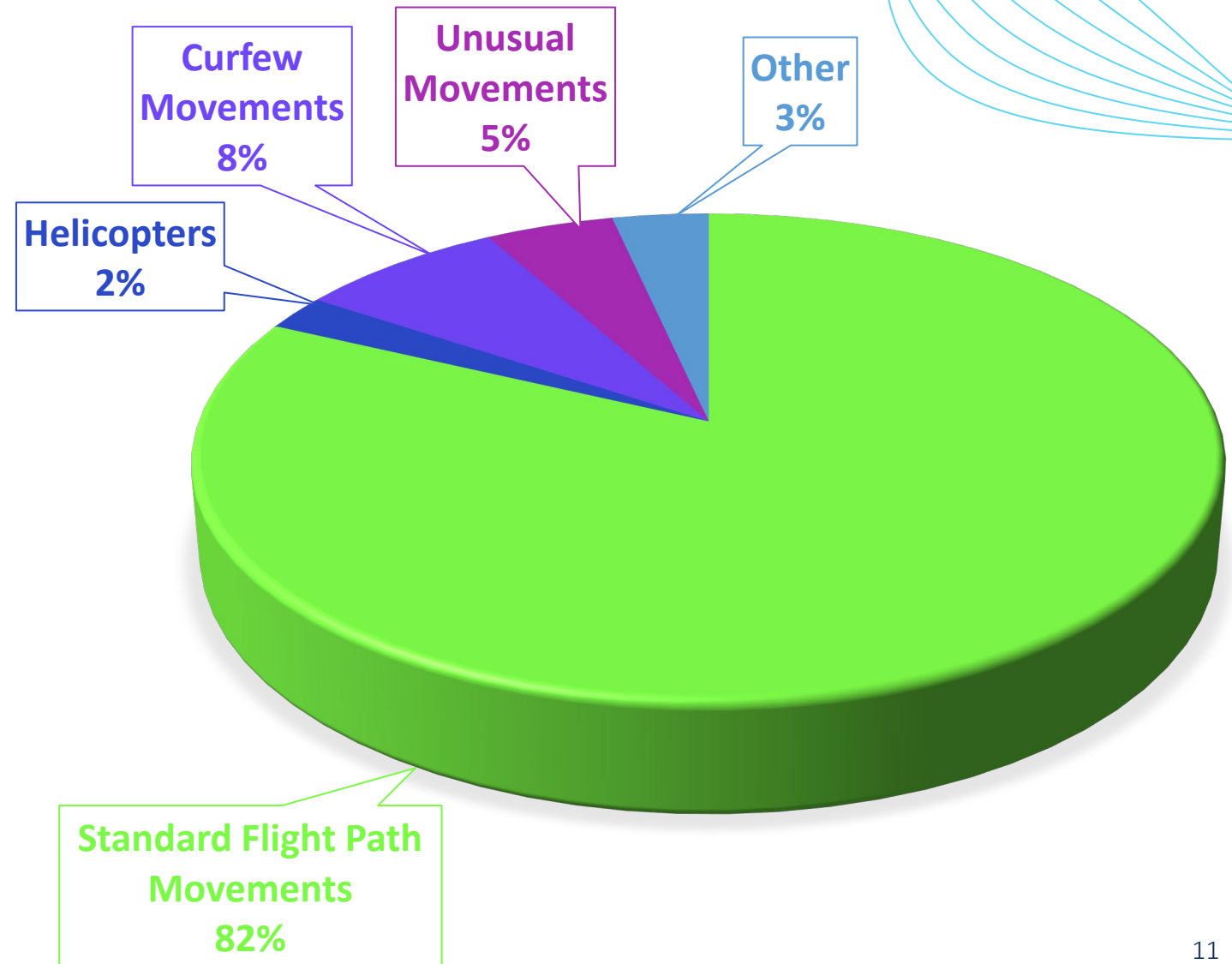


# NCIS UPDATE

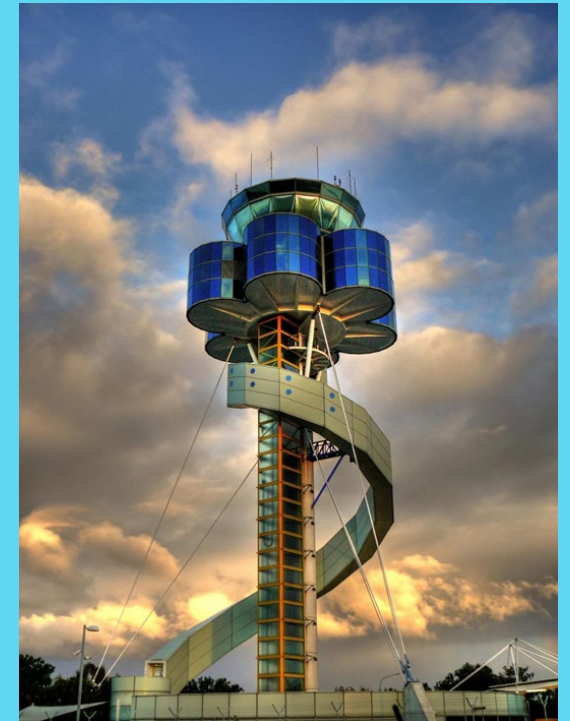
## September – November 2024

### Issues

- Standard flight path movements
  - Runway 34L departures – 53
  - Runway 16R arrivals – 26
  - multiple runway directions – 25
  - Runway 16L arrivals – 16
  - Runway 34R departures – 14
  - Runway 34L arrivals – 4
  - Runway 16R departures – 3
  - Runway 25 departures – 2
  - Runway 07 departures – 1
  - Runway 25 arrivals – 1
- Curfew movements
  - dispensation – 5
  - permitted movements – 4
  - emergency services – 4
  - runway closure – 1
- Unusual movements
  - weather diversions – 6
  - traffic management – 2
  - Missed approach – 1



# Noise Complaints and Information Service (NCIS) summary



# Questions